

GALA

Gillespie Airport Lessee's Association

1905 North Marshall Avenue, El Cajon, California 92020 • (619) 448-2360

May 10, 2004

Gillespie Field
Airport Administration Building
Attn: Peter Drinkwater
1960 Joe Crosson Dr
El Cajon, CA 92020
Via fax & US Mail

Dear Peter,

Thank you for meeting with our organization. We believe significant progress was made and that all present now share a better understanding of most issues. Here are some of our thoughts and remaining questions. We would like to continue reserving our right to submit our final thoughts prior to May 21.

It was encouraging to hear that we can add a comment #12 to the ALP that states that building beyond the "Control Tower Clear Line of Sight line" will be allowed providing that the building does not interfere with the line of sight between the Control Tower and the runway/ taxiway system. We look forward to reviewing the language for this comment.

The proposed comment #12 on the ALP will reduce the amount of lost building area on the San Diego Aircraft leasehold from about 5 acres to about 2 ½ acres (see attached diagram) and will eliminate the problem related to La Jolla Investments, Safari West, & El Cajon Flying Service. The remaining 2 ½ acres at San Diego Aircraft is contained in the "Runway Visibility Zone" (The area shown in yellow on the proposed ALP). Aircraft tie downs will be allowed in this area, however we are told that no buildings will be allowed.

If 2 ½ acres of the San Diego Aircraft leasehold has lost the opportunity for future development, how can this be mitigated?

It appears that the "runway visibility points" on runway 17/35 and 27L that were used to create the Runway Visibility Zone are incorrect. Are these points correctly identified on the proposed ALP? See AC150/5300 503 b (2) & (3)

Can the BRL west of 17/35 be maintained at 250 ft rather than increased to 300 ft without changing the B-II design of this runway? Taxiway B meets B-II standards, we believe that a B-II

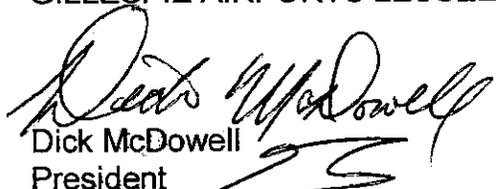
runway only requires one taxiway, so an exception/deviation for taxiway A sounds reasonable. This would allow additional capital improvements and would prevent the eventual removal of existing buildings.

It was encouraging to hear that the County would be receptive to a reasonable proposal from Golden State that would allow them to continue in their present location providing that they give up a portion of their ramp to comply with the ALP

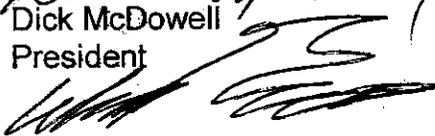
It was also encouraging to hear that the County intends to offer future parcels in an open process to all qualified developers and to maintain established leasehold development standards, such as 5 acre minimum size parcels and \$5,000 per acre per year minimum capital improvements. This would maintain the level playing field and will allow the successful bidder to determine the details of the aviation development. We believe that the marketplace is best qualified to determine the highest and best aviation use for each parcel.

In an effort to resolve these final issues we would propose an additional meeting at the earliest possible date.

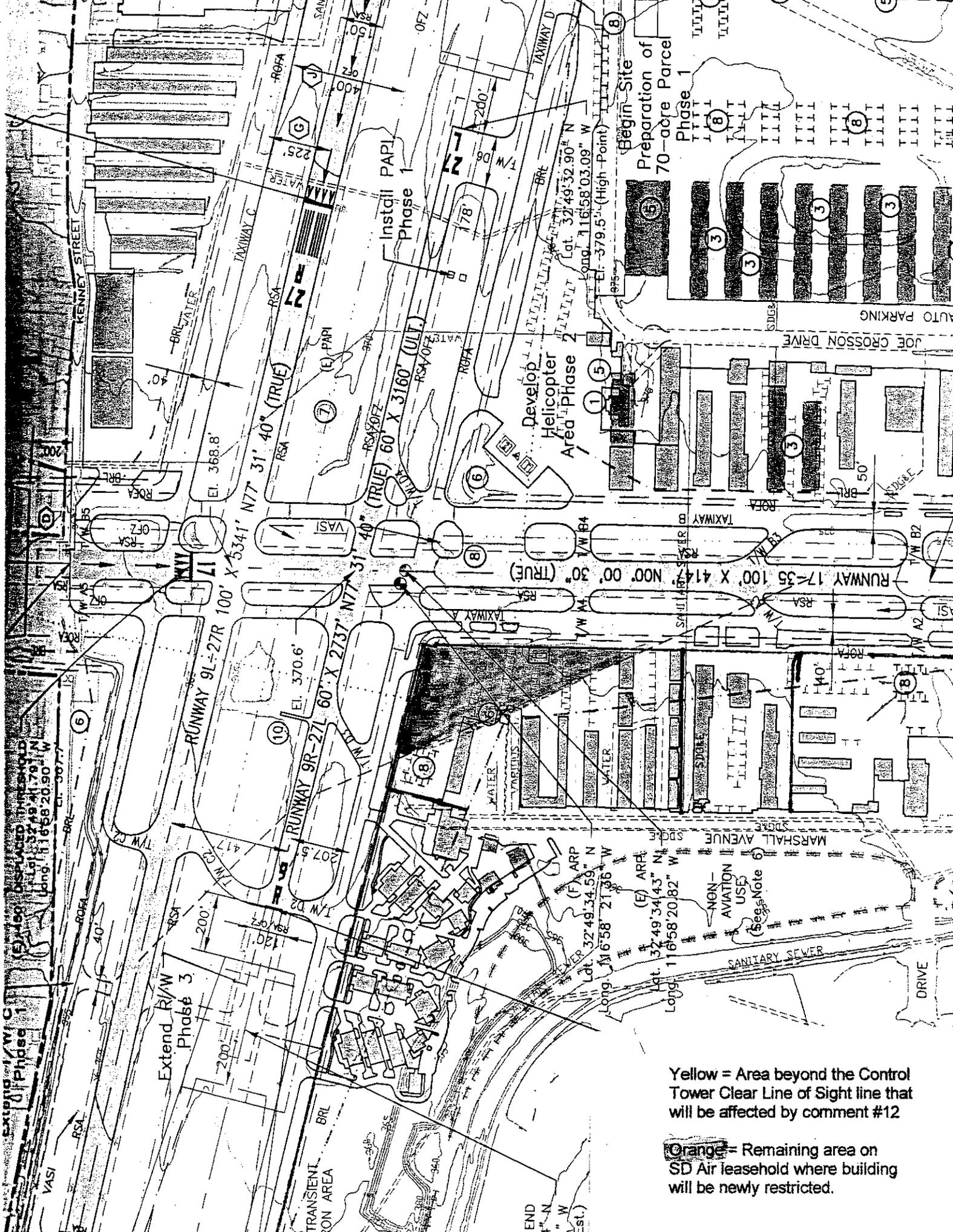
Sincerely,
GILLESPIE AIRPORTS LESSEES ASSOCIATION



Dick McDowell
President



Wayne Breise
Secretary



Yellow = Area beyond the Control Tower Clear Line of Sight line that will be affected by comment #12

Orange = Remaining area on SD Air leasehold where building will be newly restricted.

Extend R/W Phase 3
 (E) ARP
 Lat. 32°49'34.43" N
 Long. 116°58'20.82" W
 (E) ARP
 Lat. 32°49'34.59" N
 Long. 116°58'21.36" W
 (E) ARP
 Lat. 32°49'32.90" N
 Long. 116°58'03.09" W
 (High Point)
 El. 379.5'

Extend R/W Phase 3

IR END
 44" N
 31" W
 (Est.)

Marshall Avenue
 Non-Aviation Uses
 (See Note)

Develop Helicopter Area Phase 2

Install PAPI Phase 1

Begin Site Preparation of 70-acre Parcel Phase 1

